

## **Instructions for General Notes**

This note shall be used on all Traffic Control Plans.

### **TIME RESTRICTIONS**

- A) This note is used to restrict the closing OF A LANE (or LANES) of traffic. The time restrictions specified in this note should be based on hourly traffic counts and from coordination with Division Personnel. List all roads individually even if the time restrictions are the same. This note will require a hard copy intermediate contract time Special Provision.
- B) This note is used to prohibit lane closures during holidays and special events. The use of this note should be coordinated with Division personnel. This note will require a hard copy intermediate contract time Special Provision and may be combined with note (A). If you have combined lane closure and holiday time restrictions, make sure that the specified hours match. For example, if lane closure time restrictions require the contractor not to close a lane of traffic from 6am to 4pm, then the holiday time restrictions should start at 6am and end at 4pm.
- C) This note is used to restrict the closing of AN ENTIRE ROADWAY which includes one direction of a multi-lane divided facility (e.g. for removal of existing bridge girders, erecting new bridge girders or overhead sign structures, etc.) These time restrictions should be based on hourly traffic counts and from coordination with Division Personnel. List all roads individually even if the time restrictions are the same. This note will require a hard copy intermediate contract time Special Provision. When using this note you may need to use note (D).
- D) The time limit in this note is variable. This note can be used for placing bridge girders, installing overhead sign structures, and shifting traffic from one lane alignment to another. When using this note you may also have note (C), but it is not required. This note may be used more than once if necessary.

General Time Frames:

- Placing girders or overhead sign structures 15 to 30 minutes
- Shifting traffic 5 to 15 minutes

A proposed bridge design may include continuous steel girders that involves welded/bolted connections that could take several hours or more to perform. In this case existing traffic cannot be safely maintained underneath, or stopped for 30 minutes, and should require special considerations such as temporary median crossovers, temporary on-site detours, or utilizing existing interchange ramps (if available). Consult with Traffic Control Supervisor, Construction Unit, Structure Design Unit, and Division Personnel to determine time limits and methods for handling traffic.

- E) Single vehicle hauls are basically ONE-TIME hauls such as delivering girders or other single deliveries of materials or equipment to a work zone. The Contractor is NOT ALLOWED to use the specified road(s) and ramps as a haul road during the stated time restrictions. Consult with Traffic Control Supervisor and Division personnel to determine appropriate time restrictions. Ideally these times are less restrictive than those in note(A).
- F) Multiple vehicle hauls are operations in which haul vehicles arrive and depart the work zone on fairly regular cycles; such as earthwork operations, asphalt delivery, concrete delivery, etc. The Contractor is NOT ALLOWED to use the specified road(s) and ramp(s) as a haul road for multiple vehicle operations during the stated time restrictions. Consult with Traffic Control Supervisor and Division Personnel to determine appropriate time restrictions. Ideally these times are less restrictive than those in note (A).
- G) Use this note on all projects where hauling operations are conducted next to open lanes of traffic. When using this note, you must also include note (I).

## **LANE AND SHOULDER CLOSURE REQUIREMENTS**

- H) Self Explanatory.
- I) Self Explanatory.
- J) Should be included in the majority of Traffic Control Plans. Requires a lane closure anytime work is being performed on the shoulder and within 5 feet/10 feet of an open travel lane. For work being performed within a travel lane see note (K).
- K) Use this note if lane closures are required for work being performed within a lane closure (i.e. resurfacing, placing the final layer of surface course, placing pavement markings, installing pavement markers, pipe installation, etc.).
- L) Use only for two-lane, two-way roads to eliminate "boxing in" perception/syndrome of the travelling public.
- M) Use for any type of facility to eliminate "boxing in" perception/syndrome of the travelling public.
- N) Engineering judgment and discussions with Division Personnel should be used with this note. Some situations are listed below that can give you a 'ballpark' figure for a maximum lane closure length:
  - Two to three miles is generally reserved for 4 lane, divided facilities with vertical grades less than 3-4% and length of grades less than 1 mile. Longer, steeper grades than this should have shorter lane closure lengths due to sight distances.
  - In general, two lane, undivided facilities should have shorter lane closure lengths due to the utilization of flaggers. This note may not be applicable to a two-lane facility.
  - Something less than 2 miles can be used in signalized areas. The more signals; the shorter the lane closure length should be.
  - Longer distances may be considered on certain projects (i.e. concrete pavement rehabilitation,

concrete slab/section removal, etc.) to minimize number of crossovers required.

- O) This note is used for multi-lane, divided facilities where the construction limits are longer than 4 miles. Two is the maximum number of consecutive lane closures allowed unless your project is extraordinarily long. Other considerations may be number of & types of devices required, and the number of different types of operations required (i.e. shoulder removal, concrete slab/section removal, pavement removal, guardrail/guide rail installation, etc.). This note may be applicable to a two-lane facility for extraordinarily long work zone/construction limits (i.e. shoulder removal/repair, resurfacing, etc.).

Use second note for only one lane closure.

- P) Engineering judgement and discussions with Division Personnel should be used when specifying the distance in this note. 1 mile is the minimum distance used between lane closures. Longer distances between lane closures can be used for multi-lane, divided facility with a vertical grade greater than 3-4% and a length of grade greater than 1 mile. The goal is to provide enough length between lane closures to deplete any queues that may develop. This note may not be applicable to a two-lane facility.
- Q) This note should be discussed with Division Personnel.

#### **PAVEMENT EDGE DROP OFF REQUIREMENTS**

- R) This note should be used when the pavement design is such that an acceptable drop-off can be maintained with standard construction procedures. Consult your Project Design Engineer or Project Engineer if unsure.
- S) Self Explanatory.

#### **TRAFFIC PATTERN ALTERATIONS**

- T) Self Explanatory.

## **SIGNING**

- U) This note is to be used when Advance Workzone Warning Signs are required.
- V) Refer to the Force Account or check with Division Personnel to see who is responsible for permanent signing.
- W) Refer to the Force Account or check with Division Personnel to see who is responsible for detour sign installation. The Division will only install, cover and remove detour signing outside the project limits.
- X) Refer to the Force Account or check with Division Personnel as to who will be responsible for detour sign installation. The Division will only install, cover and remove detour signing outside the project limits.
- Y) Self Explanatory. Include this note in all plans.
- Z) Consult with Traffic Control Supervisor if you are unsure when to use this note.
- AA) Consult with Traffic Control Supervisor if you are unsure when to use this note.

## **TRAFFIC BARRIER**

- BB) This note is required when movable/portable concrete barrier is required in the Traffic Control Plans.
- CC) This note is required when movable/portable barrier is required on the project. All four paragraphs are necessary. The minimum off-set required to be specified in the note will be related to the speed, ADT, and existing clear zone. See Traffic Control Design Manual for more information on determining this off-set.

## **TRAFFIC CONTROL DEVICES**

- DD) Use only if you need to change the type of channelizing devices shown in the Roadway Standard Drawings. This will not often be done and should be approved by your

supervisor.

EE) Self Explanatory.

FF) Use for the following situations:

- When a roadway is closed and Roadway Standard Drawing No. 1101.03, Sheets 1 and 2 are not applicable.
- When a -Y- line that intersects a closed -L- line between the winged barricades and the barricades that physically close the -L- line.
- To keep proposed roadways closed to traffic during construction

GG) Note may be used when you have the following construction operations to warn motorist of a closed roadway:

- Widening existing roadway, with existing traffic pattern retained.
- After a traffic shift to a new alignment and old travel lanes are closed.
- Lengthy lane closures.

Spacing of the devices is most commonly 500 ft., but may be adjusted for specific road conditions. If, for example, the project is an interstate, you may want to consider using a greater spacing.

#### **DEPARTMENT FURNISHED DEVICES**

HH) Required whenever you have Department Furnished Devices on the project. Most likely the items will be Movable Barrier or Changeable Message Signs. Contact Division Personnel for the location of devices to insert in note. This note will require a hard copy Special Provision.

## **PAVEMENT MARKINGS AND MARKERS**

II) On projects with a single marking type on all roads or each road, simply fill out chart and make no reference in your phasing to marking type. For projects with more than one marking type on a single road the chart may still be used, with Road Name listed for each different type of marking type. If the difference in the marking type is due to more than one type of pavement, then show the type of pavement (concrete, asphalt or structures) in parenthesis beside the road name, then specify the type marking beside each entry for the road. In any case where you have more than one type of marking on the final layer, use the phasing to more fully describe when to place, what material, and where.

JJ) Self Explanatory.

KK) Self Explanatory.

LL) Self Explanatory.

MM) Self Explanatory.

NN) Self Explanatory.

OO) Self Explanatory.

PP) Self Explanatory.

## **TEMPORARY/FINAL SIGNALS**

QQ) This note is used only when signals are installed by others or signal equipment is furnished by others.

RR) This note should be used on all projects which have signals included in the scope of work. The first paragraph should be used if the contractor is completing the signal work; the second paragraph should be used if signal work is being completed by others such as municipalities.

## **MISCELLANEOUS**

SS) Coordination with Division Personnel is required when using this note. This note will require a hard copy Special Provision. This note gives the contractor the flexibility to use his own flaggers rather than using police.

TT) This note should only be used when the proposed roadway must be constructed under traffic on low volume, low speed roads. This note should not be used as a substitute for proper phasing. Only in rare cases should this note be used.

UU) Self Explanatory.